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1. The new harbor locks connecting the new harbor with the Hai Ho were opened on 15 December 1946 with some ceremony.

2. On 18 or 19 December, two ships, reputed to be 3500 and 5000 tons, entered the locks from river side and passed safely through into the new harbor.

3. The ships were merely making a test, as ships their size cannot navigate the Hai Ho to Tientsin. 350' length or 16' draft is the maximum for river navigation.

4. The channel today has 14 feet at low water between Pier 41 and the sea.

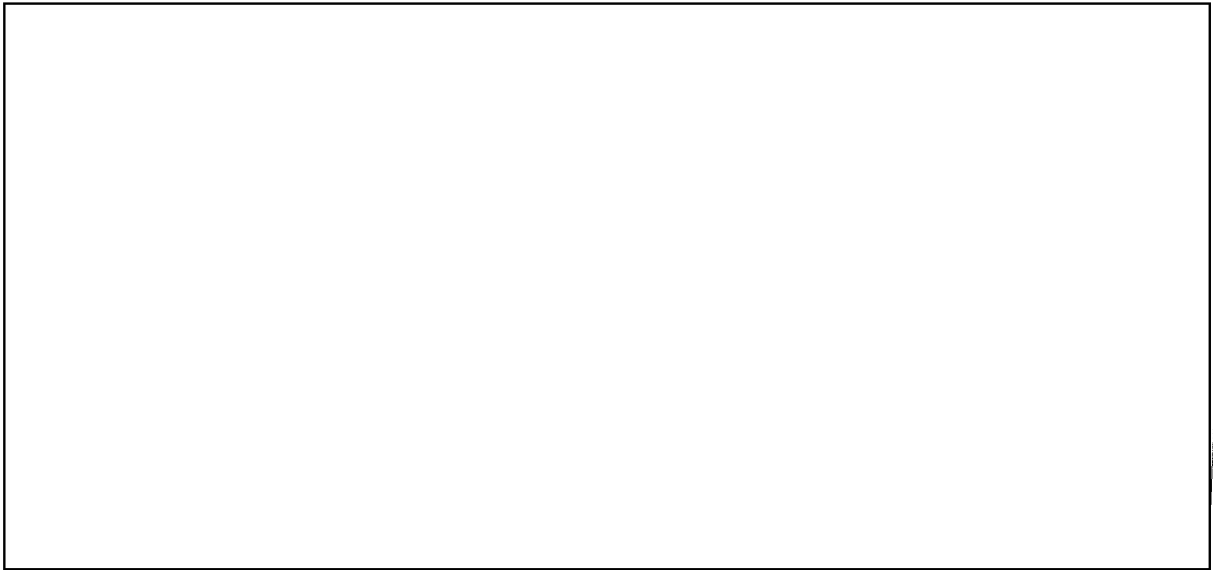
5. Dredging is proceeding but the dredgers do not appear to be sufficiently powerful to suck the sand out fast enough before it refills.

6. The fairly large building on Pier 41 recently rehabilitated is being used as an office by the New Harbor Board. It appears to be well renovated. New passenger and cargo platforms have been built on the railways at Pier 41. There is a new warehouse under construction, the foundations have been laid and brick uprights completed. The size is estimated to be approximately 250 by 65 feet. It is about 70 feet from the water edge of the pier.

NOTE: The opening of the new locks will permit vessels to enter the New Harbor, discharge and proceed to Tientsin. This is of considerable commercial value as the channel to the new harbor from the sea does not cross Taku Bar. This channel has estimated depth of 14 feet at low water. There are, however, several unmarked places in the New Harbor where shallow spots require navigators to exercise great care. with the locks opened, a number of craft which formerly waited tidal conditions to cross Taku Bar will now not have to wait but can proceed directly through the new harbor

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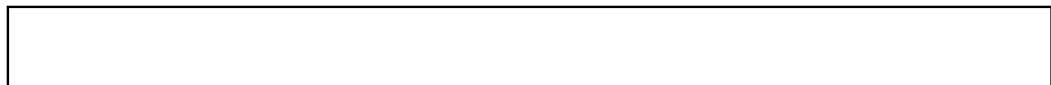
channel, which by-passes Taku Bar and the entrance to the Hai Ho, to a point where the locks connects with the Hai Ho [REDACTED]

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[REDACTED] enter the Hai Ho through the locks and proceed to Tientsin. This will reduce coastal shipping delays at the bar for coastal craft and allow them a faster turn-round at Tientsin. This is of value as the Chinese seem to be short of coastal ships and quicker discharge amounts to an increase in number of craft available. It may mean that ten ships on the Shanghai-Tientsin run, without other delays can do the work load of 11 or 12 ships by using the new locks. (It must be borne in mind there is a toll charged for using New Harbor and locks. These rates are high and are fixed by the board and the pilots themselves working together. Discrimination against ships not using New Harbor by refusing pilotage at Taku Bar may result in further delays to ships preferring to use the Hai Ho-Taku Bar channel.)

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